OBSTRUCTION DATA SHEET

ODS 663
LOGAN-CACHE AIRPORT
LOGAN, UTAH

DIGITIZED FROM

OC 663
SURVEYED JULY 1986
5TH EDITION

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION

OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)

2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

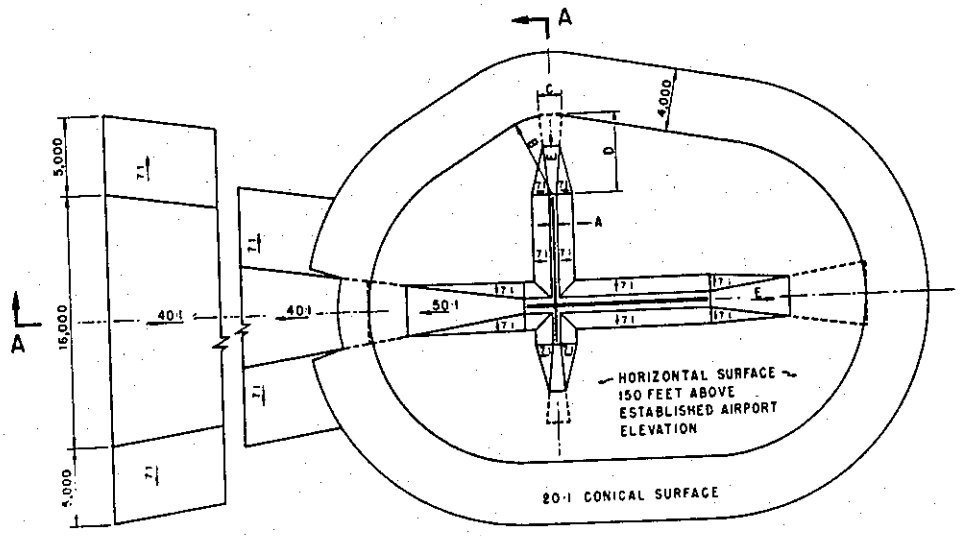
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway - nonprecision instrument approach with visibility minimums as low as 3/4 mile
PIR ..... Precision instrument runway
SUPLC ... Supplemental C underlying a B(V)

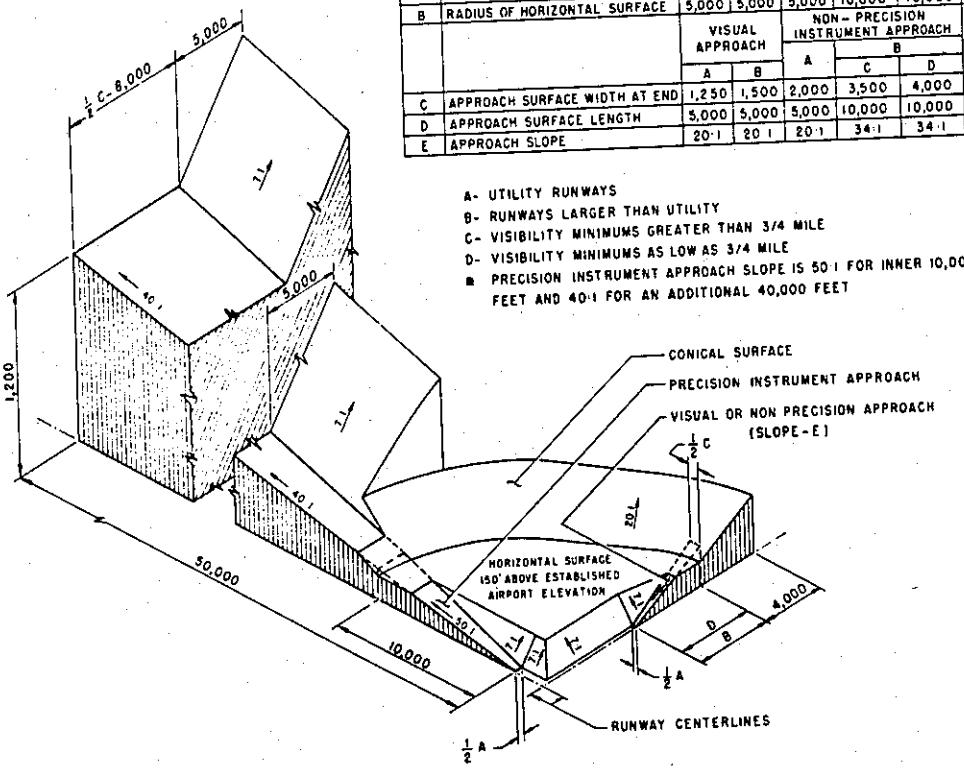
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X[1] X[2] XXXX/XXXX[3] XXXXXX.XXX[4] XXXXXXX.XXX[4] XXXXXXX[5] XXXX/XXXX[6] XXXXXX.XXX[7] XXXXXXX.XXX[7]

OBJECT	LAT	LONG	A[8]	ELEV[9]	AGL[10]	HAR[11]	HAT[11]	HAA[11]	DEND[12]	DTHR[12]	DCLN[12]	PNTR[13]
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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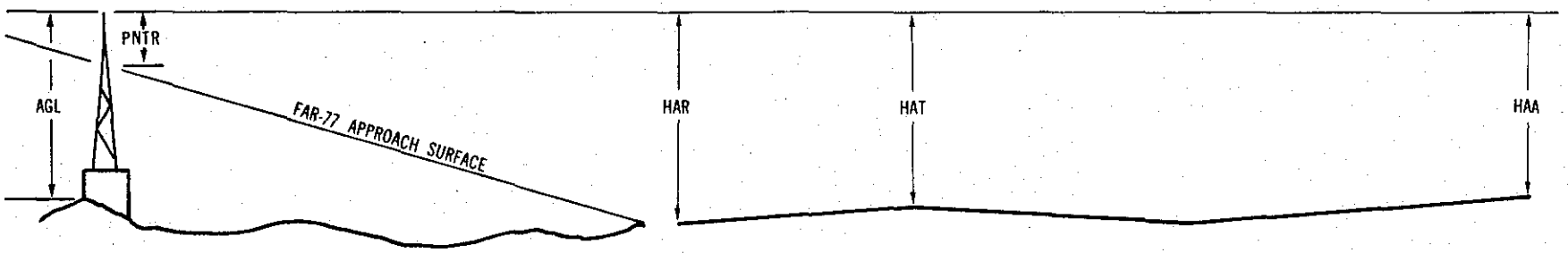
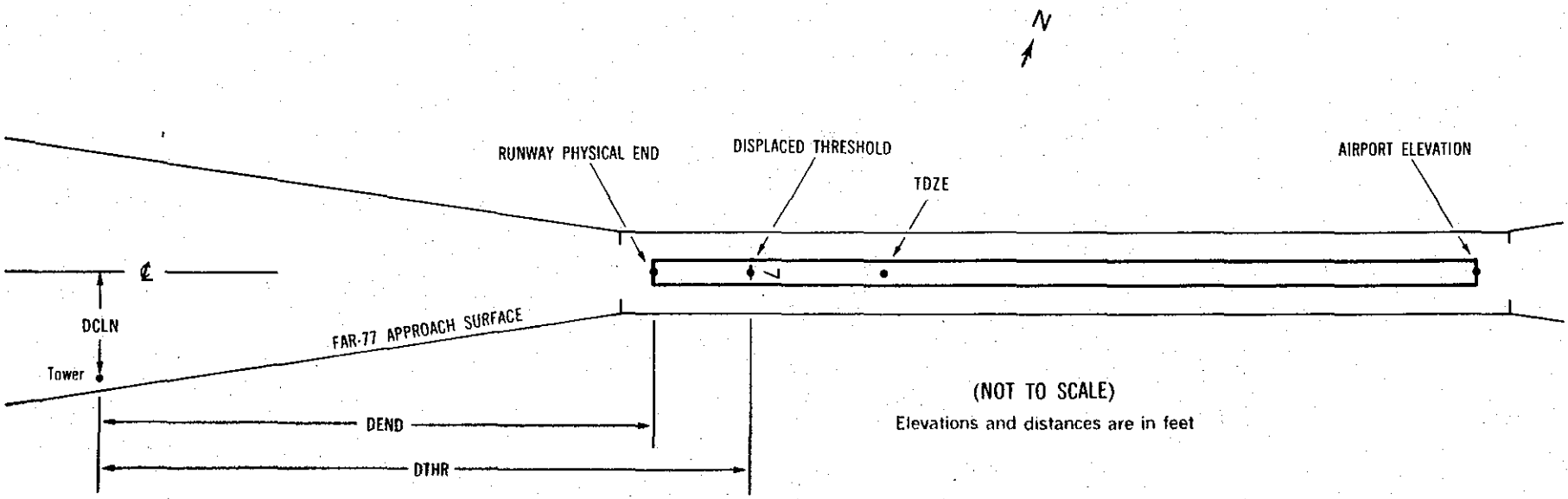




(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

1 Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.

2 For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)

3 Reference runway approach physical end elevation/touchdown zone elevation

4 Latitude and longitude of reference runway approach physical end

5 Reference runway geodetic azimuth reckoned clockwise from south

6 Reference runway displaced threshold elevation/touchdown zone elevation

7 Latitude and longitude of reference runway displaced threshold

8 Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20

9 Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.

10 Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ±10 feet.

11 HAA - Height above airport
HAR - Height above reference runway approach physical end
HAT - Height above reference runway touchdown zone elevation

12 DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.

A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.

13 PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

AIRPORT ELEVATION 4454

35 SUPLC 4454/4454 414648.198N 1115054.595W 1824313

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
WINDSOCK	414745.89	1115054.07	1A	4452		-2	-2	-2	-5835		238L	6
LIGHTED WSK	414649.71	1115056.32	1A	4465		11	11	11	-146		138L	11
ROAD (N)	414640.71	1115050.84	1A	4471		17	17	17	743		320R	1
TREE	414640.01	1115052.05	1A	4480		26	26	26	819		232R	8
TREE	414637.06	1115052.29	1A	4495		41	41	41	1118		228R	14

17 SUPLC 4446/4446 414746.712N 1115050.880W 0024315

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
LIGHTED WSK	414649.71	1115056.32	1A	4465		19	19	11	-5783		138R	11
WINDSOCK	414745.89	1115054.07	1A	4452		6	6	-2	-94		238R	6
FENCE	414751.26	1115050.30	1A	4449		3	3	-5	462		22L	-5
TREE	414757.94	1115052.89	1A	4467		21	21	13	1128		206R	-6
ROAD (N)	414758.24	1115049.82	1A	4462		16	16	8	1170		25L	-13

10 A(V) 4437/4444 414727.689N 1115151.527W 3021602

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	414731.64	1115200.16	1A	4439		2	-5	-15	767		11R	-26

OC0663

AIRPORT ELEVATION 4454

28 A(V) 4448/4448 414701.242N 1115055.570W 1221640

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
RAILROAD	414658.99	1115046.46	1A	4476		28	28	22	705		176R	3
RAILROAD	414656.84	1115046.52	1A	4476		28	28	22	817		10L	-3

5 A(V) 4437/4444 414659.956N 1115153.842W 2440725

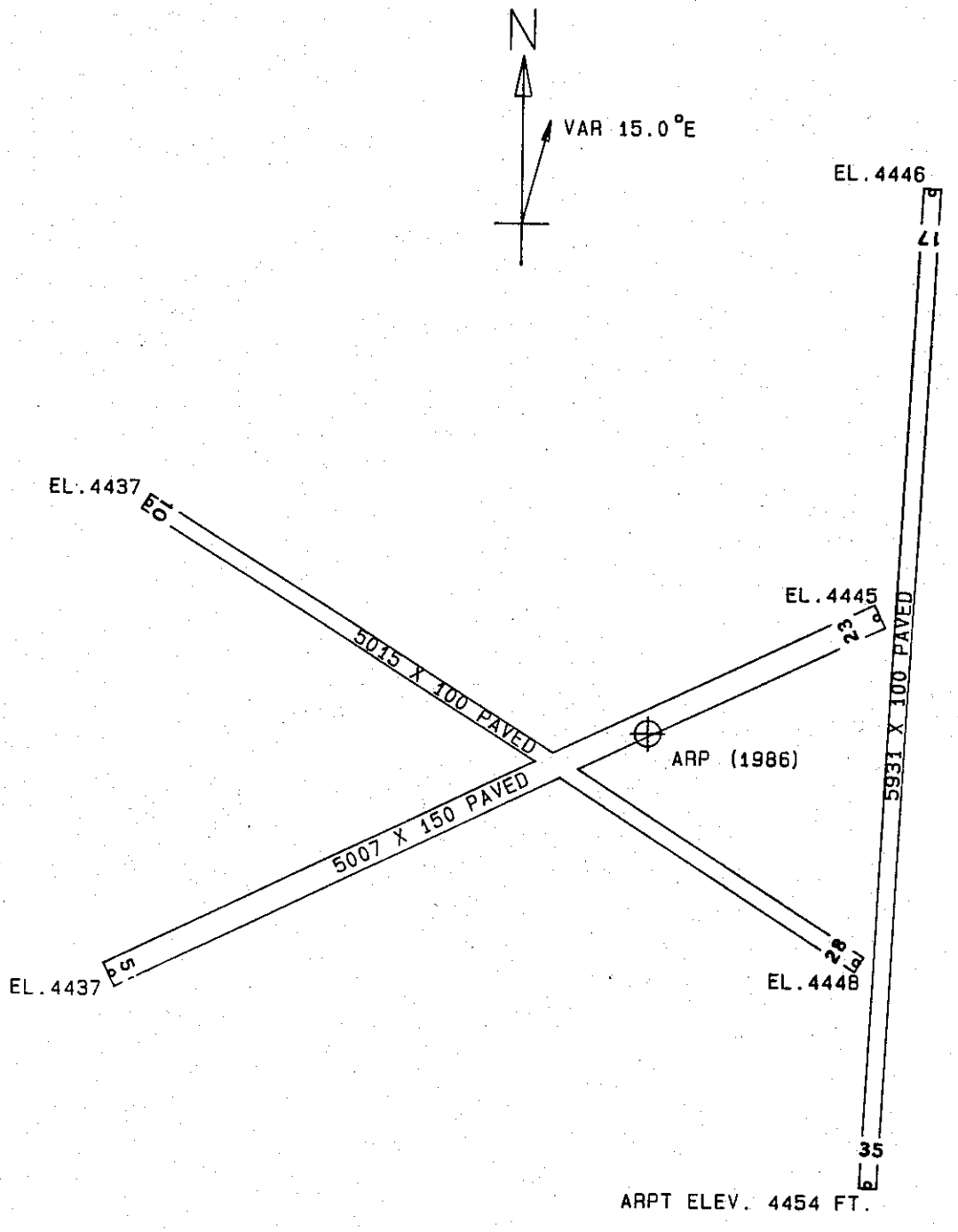
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
FENCE	414658.79	1115157.32	1A	4442		5	-2	-12	289		9L	1
ROAD (N)	414654.46	1115209.01	1A	4450		13	6	-4	1276		1L	-41

23 A(V) 4445/4445 414721.534N 1115054.393W 0640805

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
RAILROAD	414723.11	1115044.89	1A	4471		26	26	17	718		170L	0
RAILROAD	414725.08	1115044.76	1A	4476		31	31	22	813		5R	0

ARP 414714.410N 1115112.272W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
WIND TEE	414715.92	1115119.16	1A	4451		-3	271 21	543
OL ON CTL TWR	414700.38	1115111.32	1A	4501		47	162 6	1422
ROD ON OL APBN	414657.55	1115113.73	1A	4505		51	168 43	1710
LIGHT POLE	414647.30	1115104.59	1A	4489		35	153 1	2805



TOUCHDOWN ZONE RUNWAY	ELEVATION
35	4454
17	4446
10	4444
28	4448
5	4444
23	4445

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(NOT TO SCALE)